

Memorandum

Date: November 18, 2011

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager 

Subject: November 21 Work Session

The City Council is scheduled to meet in a work session on November 21 at 6:00. The agenda includes:

- Highway 43/Willamette Falls Drive Visioning Process. Planning staff and our consultants on this project will be present the outcomes from the visioning process, including the results of both the September 28 community meeting and the online survey. Attached to this memorandum is a memorandum from Planning Director John Sonnen describing the process, the input received, and potential approaches for implementation. Staff would like to begin implementation steps as soon as possible to take advantage of the community interest in this project, but recognize that the Council may wish to delay action until after its goal setting meeting in early 2012.
- Review Items on the November 28 Agenda.

In addition to the items on the November 28 meeting, I would also like to take a few minutes to discuss another possible municipal code amendment regarding the financing of SDC payments. I would like to have the Council provide a sense of its interest in altering our code to allow for more possible City financing of SDC payments. Currently, such financing is allowed, but rarely occurs because the City must be first in line as a lien holder on any property. The City could change this provision which could be viewed as possible positive step toward economic development, but there are some potential downsides as well that we should discuss before we develop such an ordinance for final consideration.

The Council should also spend a few minutes deciding on the schedule for the 2012 council goal setting retreat.

Attachment

Memorandum

Date: November 14, 2011

To: Chris Jordan, City Manager

From: John Sonnen, Planning Director

Subject: Phase I of the Highway 43/Willamette Falls Drive corridor vision project

Purpose

Phase I of the Highway 43/Willamette Falls Drive corridor vision project is nearing completion. On November 21, 2011 staff and the project consultant, Crandall Arambula, will present the concept vision for the Highway 43/Willamette Falls Drive corridor (see Attachment 1) and related information to the City Council. Staff requests that the Council provide direction regarding whether to pursue refinement and implementation of all or part of the concept vision components (Phase II).

Background

Council direction. As part of its annual goal setting in January 2011, the City Council established the following goals pertaining to the Highway 43/Willamette Falls Drive corridor:

- City staff will develop an action plan and initiate a citizen visioning process for a targeted Comprehensive Plan change affecting Highway 43 and Willamette Falls Drive;
- The City Council and staff will actively communicate this process with the community so there is understanding about the vision and involvement in the process; and
- The City will work with regional governments to achieve a satisfactory ownership and maintenance agreement for transportation corridors.

Project approach. The project approach consists of three potential phases, as follows:

- *Phase I:* Work with the community to prepare a broad brush, conceptual vision for the corridor that reflects how the community would like the corridor to evolve in the next 20-30 years and present it to the City Council for their consideration. The Council decides whether or not to pursue refinement and implementation of all or part of the concept vision.
- *Phase II:* If the City Council authorizes proceeding with Phase II, the approved components of the concept vision will be fleshed out and refined through a public process.
- *Phase III:* Implement the vision. This could include, depending on what the Council authorizes, comprehensive plan amendments; zoning map/code amendments; design guidelines; and catalytic public investments.

Overview of Phase I. Staff began the project last spring and hired the consulting firm Crandall Arambula on May 26, 2011. During Phase I, staff and the consultants worked with the community to perform the following tasks:

- *Background research.* The project team conducted background research including:
 - Documenting existing physical constraints (e.g., steep slopes, wetlands and riparian areas) and opportunities that have a bearing on planning for the area (see <http://westlinnoregon.gov/vision/opportunities-and-constraints>); and
 - Compiling and analyzing the guidance from Imagine West Linn, the Sustainable West Linn Strategic Plan, the Comprehensive Plan and neighborhood plans as well as Metro and State regulations that pertain to the corridor (see <http://westlinnoregon.gov/vision/state-and-local-regulatory-considerations>).
- *Public outreach.* Staff made a concerted effort to inform and involve the community in the project. Over the summer of 2011, staff met with and surveyed residents to identify the problems that they want addressed in the corridor, the places they want preserved or changed, and what they want to see in the corridor over the next 20-30 years. Attachment 2 documents the public outreach effort. Some of the highlights include:
 - Establishment of a project advisory committee comprised of members from throughout the study area, the Planning Commission, Economic Development Committee and the Transportation Advisory Board, that advised staff and the consultant;
 - Three neighborhood meetings (Willamette, Robinwood and a joint Bolton/Sunset meeting) with a total of 45 attendees;
 - Online and telephone surveys with a total of 155 respondents; and
 - A community workshop attended by approximately 150 people.

Much of what we heard from community members through these outreach efforts confirms the general policy direction the Comprehensive Plan, Imagine West Linn and the Sustainable West Linn Strategic Plan, but there are new ideas as well. Also, there seemed to be more openness to appropriate, higher density infill development near commercial areas than is indicated in some neighborhood plans. Summaries of the input from community members over the course of the summer are contained in Attachment 3. This information served as the basis for developing preliminary concepts for the future of the corridor.

At the community workshop on September 29, 2011 the project team presented the preliminary concepts for the future of the corridor and related background information to the workshop participants. Then the participants had round table discussions and indicated on response sheets whether or not they liked the concepts, identified other ideas and reported the preferences of the group at each table. The results of the community workshop are contained in Attachment 4.

- *Concept vision.* The key concepts for the future of the corridor that were supported by the majority of those participating in the community workshop are reflected in the concept vision contained in Attachment 1. That document also identifies some of the opportunities and barriers associated with implementing each of the vision components.

Potential implementation approaches. If the Council decides to proceed with the concept vision, the vision components will have to be prioritized and phased, unless additional funding is made available. Attachment 5 identifies the components of the concept vision and a possible implementation strategy. The recommended implementation sequence is based on the anticipated timing of related plan updates, cost, staff capacity, opportunity and need.

Other issues:

Proposed amendments to the Transportation Planning Rule. The current state Transportation Planning Rule is intended to protect the state highways and interchanges from increased traffic congestion. It has had the effect of stifling compact development called for by Metro 2040 and local plans in the Metro region. Proposed amendments of the Transportation Planning Rule currently out for public comment would eliminate consideration of traffic congestion on state highways more than 1/4 mile from highway interchanges. If adopted, this rule change would enable higher intensity urban development along Highway 43 and I-205, if desired, than would otherwise be the case.

Staff capacity/available funding. In 2012, the Planning Department has roughly 1.2 FTE staff and approximately \$80,000 available for Phase II of the project. If the City is successful in getting state funding to update the Transportation System Plan in mid-2012, many of the transportation related components can be largely addressed through that effort. In addition, staff will research grants that may be available to help fund desired project components.

Options:

1. Consider the concept vision and give staff direction on which components you want to pursue and your priorities.
2. Defer action regarding the concept vision to a later date and ask for additional information as desired or consider the desired vision components in the context of other potential projects competing for staff time and resources.
3. Do not proceed with the concept vision.

Recommendation: Staff recommends Option 1: Consider the concept vision and give staff direction regarding which components you want to pursue and your priorities.

Attachments: 1. Concept Vision and General Feasibility Assessment

2. Public outreach activities
3. Public input prior to community workshop
4. Public input at community workshop
5. Possible implementation approach

Memorandum

Date: November 18, 2011

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager 

Subject: Miscellaneous Items

Police Station Process

The Council will note that we have added a work session to the end of the November 28 Council meeting to have a preliminary discussion of the process for designing and constructing the new police station. We have a lot of community interest momentum in this project and I would like to move expeditiously so that we can maintain the support of the voters.

Closing on the Police Station Property

In accordance with our agreements to purchase the four parcels where we site the police station, we are planning to go to closing on January 5, 2012.

Water Breaks

In the past 9 days, the City has suffered from three separate breaks to water lines. Attached is a memorandum from Public Works Director Gene Green discussing these breaks in our crumbling water infrastructure.

Resignation

Project Coordinator Bridget Saladino who, among her other responsibilities, spearheaded the Neighbors Helping Neighbors program, announced her resignation from the City this week. Bridget has been with the City for two years and is leaving to assume the position of Vice President of Public Affairs for Vox Public Relations. We'll miss Bridget and wish her the best of luck in her new position.

Attachment

Memorandum

Date: November 18, 2011

To: Chris Jordan, City Manager

From: Gene Green, Public Works Director

Subject: Water system breaks and issues



Over the last five days the City's water system has experienced three water main breaks (summarized below) that required immediate attention (causing damage to property or loss of service).

1. Saturday, November 12th.

A 6-inch cast iron water main on Barclay St. broke resulting in 37 homes out of water for several hours during the repair. The estimated cost for this repair is \$4,900. This line is identified for replacement as part of the Capital Maintenance Plan (CMP) but funding constraints preclude prioritizing and programming this type of repair.



2. Monday, November 14th.

The 18-inch steel line on Broadway St. was experiencing another leak. City crews were able to make repairs without having any homes out of water. The estimated cost for this repair is \$12,050. This repair is just 50 feet north of the repair we made last year. The condition of this pipe is poor. This is the third time the water crew has had this line exposed and all three instances show signs of corrosion. Replacement of this pipe is part of the Capital Improvement Plan (CIP) but budget constraints preclude this project from being funded.



3. Wednesday, November 14th.

A 6-inch cast iron water main on Lafave St. broke resulting in 15 homes experiencing reduced pressure during the repair. The estimated cost for this repair is \$3,800. This line is also identified for replacement as part of the CMP but funding constraints preclude prioritizing and programming this type of repair.

Please let me know if I can answer any questions.